

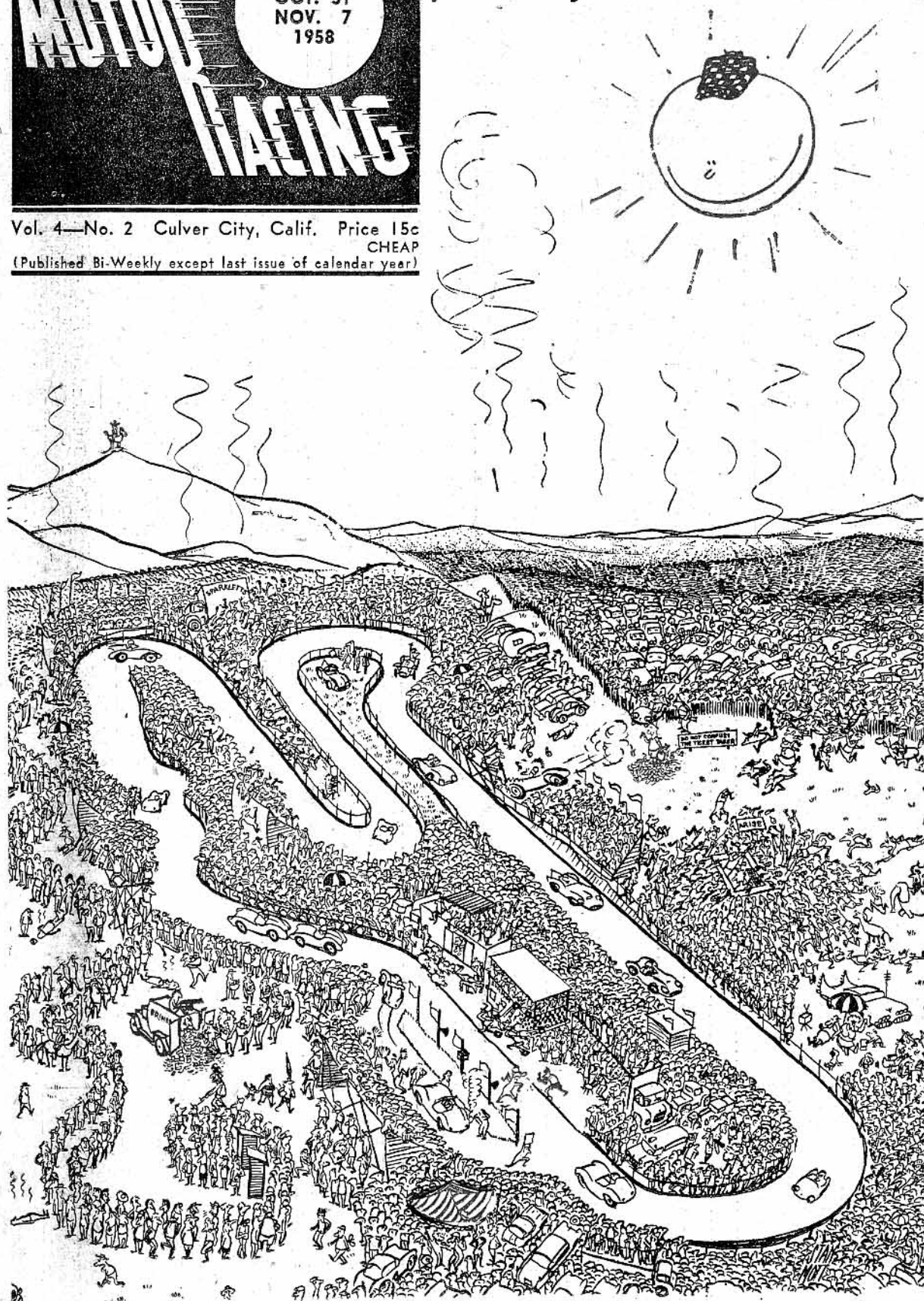
MOTOR RACING

OCT. 31
NOV. 7
1958

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CHEAP
(Published Bi-Weekly except last issue of calendar year)

HAPPY RIVERSIDE By STAN MOTT

(or Togetherness Under the Sun)



Aston Martin, Abarth - Zagato Score Hit at Paris Auto Show

BY HENRY N. MANNEY III
MotoRacing Staff Correspondent

Paris — Staggering out of Paris' oldest and most visited monument after the Eiffel Tower, and much safer because the Algerians refuse to blow it up, tearing our thoughts away from the Crazy Horse's Carlotta and her public bath . . . starko . . . in a very small dishpan within umbrella reach of the audience, shutting our ears to the incinerating rhythms of Bart Taylor et Les Sexy Boys, your correspondent wove his way hotelward, determined to do a really evocative writeup of the 1958 Paris Show. That the assembled voitures

the next day seemed less than sparkling, however, may have been somewhat more due to our supporting France's most famous industry (well . . . next famous) rather than reflecting on when the Paris show was the center of the automotive universe.

Be that as it may, it was better than last year, as no less a personage than David Brown elected to give his new DB 4 Aston Martin its 1st public showing. Of 3.7 liters, freni a dischi all around, with wonderful Reuter seats, and coutured in coupe fashion by Touring of Milan, it has improved tremendously on its already distinguished good

looks and should easily beat out all others in the swanky sports car stakes.

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Henry Wants One

The only other real news, and the only other that set me scheming how to rob the bank, was the new little Abarth-Zagato mille miglia coupe wearing 2-count-em-2 overhead cams and carbs big enough to feed a Ferrari. According to the bearded-faced type on the stand, it produces 57 (DIN) horses at 6200 which seems modest enough for 750cc. The bits what keep it off the road (locationwise) are 600 Fiat and it sells for roughly the same as a Giulietta Sprint. I want one.

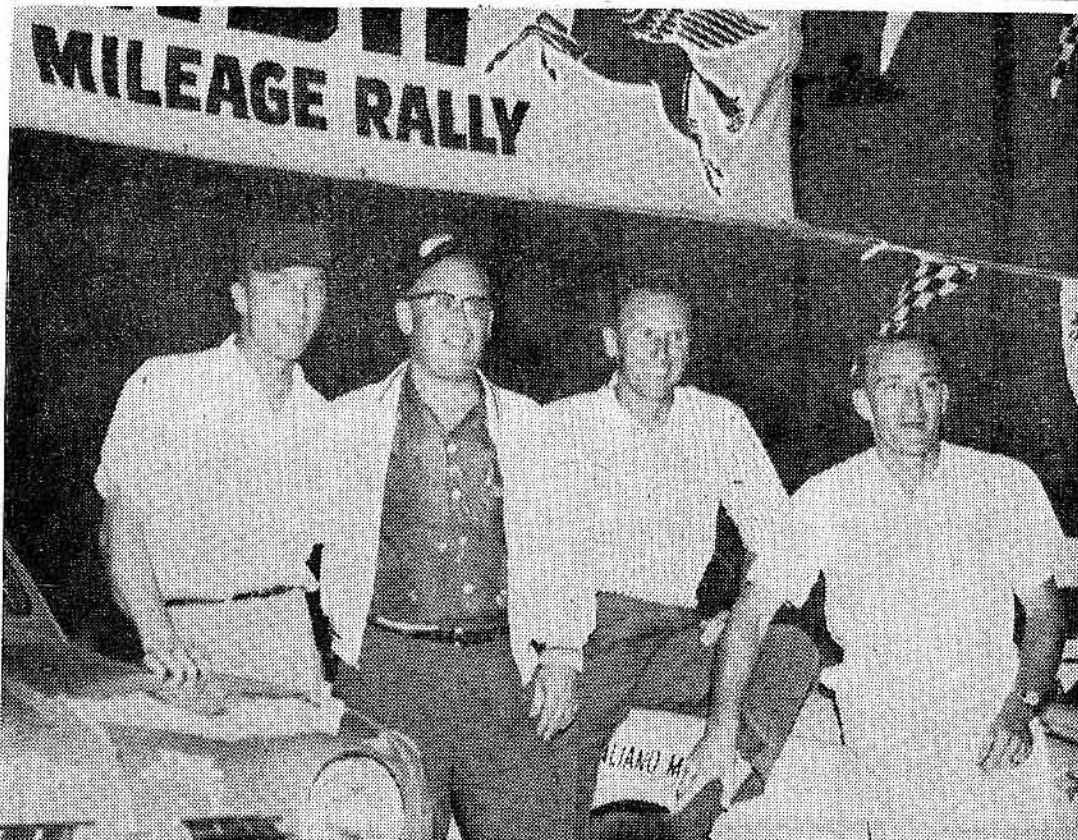
Becoming a little less sportif for a minute and thereby causing both of our steady readers to

drop out, we can tour the stands by nationality. Rootes Group made a big step forward by dropping a 6-cylinder mill in their Humber Snipe to replace the prehistoric 4-banger and altering the body a bit.

The result is a much more civilized car for the modern motorist and for those who want something nice between the size of a Hillman and American iron should be just the job. Will give you a performance report after the London Show.

American Cars

The Yew Ess Ay contingent was there in full force, but why (Continued on Page 11, Col. 1)



THE WINNERS in the nation's first imported car mileage rally, grouped between Renault Dauphine and Alfa Romeo Sprint Coupe (left to right): Bill Likes, the Dauphine driver; Lee Hamer, Volvo; John Rich, Fiat 750, and Jim Parkinson, driver of the Alfa. Winners marks ranged from 50.54 mpg for the Fiat to 33.37 mpg for the Alfa. Average miles per gallon for all cars was 33.4840. Story and complete tabulation results for all classes on Page 7.

Hawthorn Titlist; Moss Wins; 2 Die

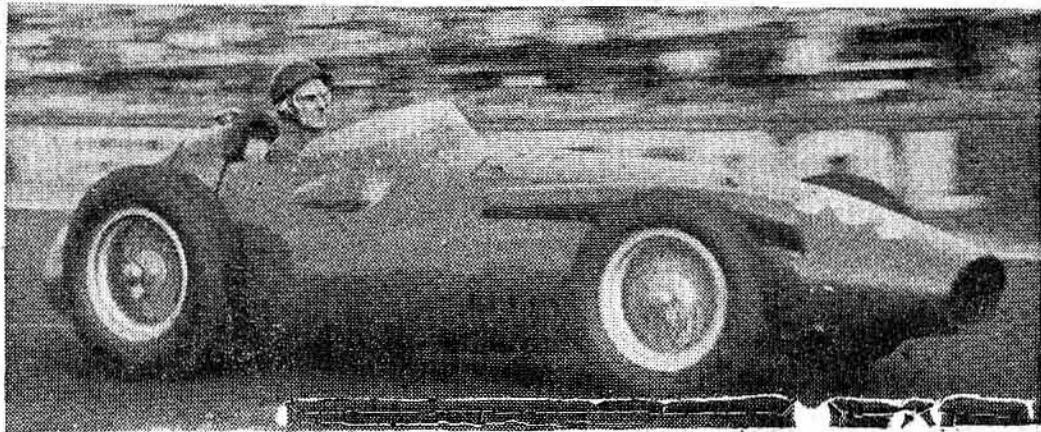
CASABLANCA, Morocco, Oct. 19—In 1955 after the LeMans holocaust that claimed 82 lives and some 100 injured, Briton Mike Hawthorn quit road racing.

But he returned last year, and today, by placing 2nd to Stirling

Final Standings — Page 3

Moss in the Grand Prix of Morocco, last title race of the year, he won the 1958 world's driving championship. His margin over Moss was slim, 42-41.

The race had its tragedy. Stuart Lewis-Evans, well-known (Continued on Page 3, Col. 4)



SMASHER ON FANGIO IN TIME MAGAZINE

The Great Man Retires

(Reprinted through courtesy of TIME, the weekly newsmagazine, for Oct. 27, 1958.)

In Buenos Aires, 300 Argentines gathered at a ceremonial dinner to honor the greatest racing driver of his day. At an age (47) when most drivers are dead or retired, balding, round-faced Juan Manuel Fangio was still the best there was. But the occasion

Other Photo — Page 6

was a sad one, for the champion was leaving the track for good. Announced Fangio firmly: "I will never race again in the rest of my years. Champions, actors and dictators should always retire when they are at the top."

Son of an Italian immigrant to Argentina, sometime bus mechanic, Fangio was 28 before he attracted international attention by finishing fifth in the Gran Premio Extraordinario Argen-

tino. Not until he was 38 did a manufacturer (Alfa Romeo) sign him up to race fulltime. In his second year under contract (1951), the phlegmatic Fangio won the world driving championship. He won it again four times in the next six years, driving for Alfa Romeo, Ferrari, Maserati and Mercedes-Benz. Twice he narrowly escaped death. In 1948 his car went off the road in the Grand Prix of South America, killing his partner. In 1952 he broke his neck in a race at Monza, Italy. But Fangio developed the delicate sense of touch that enabled him to tread the fine line between the speed that wins and the speed that kills.

"Body & Spirit." Today Fangio is the owner of a string of service (Continued on Page 6, Col. 3)

Vignettes

- ★ See Dusty Mahon
- ★ Peace at Nassau
- ★ Riverside Echoes

By Gus V. Vignolle

WITH ALL the harpooning and other forms of javelin-tossing in this honorable gentlemen's pastime, may we offer a suggestion that will make for rest and or jollification, a genuine sans souci feeling and, no doubt, longer years of life, if longevity happens to interest you.

Forget your cares and get away from it all by going to Nassau for Bahamas Speed Week, Nov. 29-Dec. 8. It is absolutely marvelous there—even without their famous races.

The people there live. It is like Mexico. More Old World. Deadlines and jangled nerves (Continued to Page 3, Col. 3)

In the News

HANSGEN AGAIN

Danyille, Va., Oct. 7—Walt Hansgen, SCCA point leader, drove Cunningham's Lister-Jag to his 3rd consecutive win in the feature race here before 11,500 spectators.

Fred Windridge led for the first 4 laps of the 30-lap race in a Lister-Corvette, then spun off the 3.2-mile course, Hansgen led for the rest of the race.

More than 30 seconds behind at the finish were Don Sessler (Porsche Rs) and Rich Lyeth (Ferrari-Corvette.)

WINDRIDGE FIRST

Lime Rock, Conn. Oct. 19—Fred Windridge, in a Lister-Corvette, averaged 75.5 mph to win (Continued to Page 7, Col. 3)

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10/31/58

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

ONE MORNING last week we found the following note stuck under the windshield wiper of the family Bugatti Royale:

"Carbon monoxide is an odorless poisonous gas capable of destroying the will the vision and the reason."

"Two world wars within the average mans' recollection have followed in its wake."

"Gas which is invisible and odorless is your daily potion."

"How do you like them podatos?"

Okay, who's the wise guy?

Tossed In Jell

We ran across an article saying that the B. F. Goodrich Chemical Co. has come out with a new carboxy vinyl polymer that will jell just about anything. While we're quite willing to admit that this does not seem like earth-shattering news, the photo which accompanies the article is quite fascinating. It shows a scientist type of chap tipping over two martini glasses a foot or so above a table. One is spilling like an ordinary, everyday 15 to 1 martini. The other is clinging to the inside of the upturned glass like an immense amoeba with an olive nucleus.

Good grief! Jellied martinis! Utterly ridiculous, sir, utterly ridiculous!

The Race Problem

Well, well, it's time for another go at that swamp in the desert, Palm-Out Springs. Gee, we'll have another chance to try all the restaurants, bars and hotels which are so selflessly devoted to furthering indifferent service, ill-manners, outrageous prices and questionable clientele.

We have often felt a little sorry that the nearby San Andreas Fault has not been more active in these last years since the Hollywood flesh peddlers and their camp followers have taken over this particular patch of wind-blown creosote bush.

One good thing about the place, though, is that you don't have to worry about not being acceptable. There are only two things which will make you persona non grata in this burg: the absence of large amounts of money or the presence of good taste.

A Big Production

We passed the other afternoon at one of the local sports car garages talking to a bunch of the production car drivers who have their tuning done there. We spent the first few minutes looking around at all the swell equipment lining the walls. There were sets of tools for stamping production numbers on oversized parts, there was a special machine for milling engine blocks, there was a special section turning out undetectable aluminum

RACE CALENDAR

NOVEMBER

1-2—Palm Spring road races, SCCA
1-2—Oklahoma Petit Prix road races, Okla. City State Fairgrounds.
SCCA, Okla. & Neokla reg.
8-9—Laguna Seca road races, Ft. Ord, CSSC.
22-23—Pomona road races and 6-hr. Enduro, CSSC. Pomona Fair Grounds.
29-Dec. 8—Bahamas Speed Week, Nassau.

CONCOURS

NOVEMBER
14-22—L.A. Auto Show, Pan. Pac. Aud.
15-16—Turin Auto Show, Italy
19-23—San Francisco Imported Car Show, Brooks Hall.

MOTOR RACING

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bodies and there were racks and racks of full-race cams.

We finally got a bunch of the chaps in a circle, sitting on old Francisco fuel cans and MG pistons, and asked the question that had most bothered us about production car racing . . . just what is meant by tuning an engine to Stage 1, Stage 2 and Stage 3?

"Well," said one local driver, lighting up a production reefer, "It's like this . . . when you tune to Stage 1, that means you clean the dirt off the block and maybe

Why Moss Missed Riverside Race

Editor's Note — There was quite a furor among many racing fans who read in the L A Times, Mirror-News and MOTORACING that the great Stirling Moss of England would race in the recent Riverside 200-miler—but didn't. In the interest of offering disappointed readers a full explanation of what happened, MOTORACING contacted Moss. The promoting L. A. newspapers were completely absolved as Moss' letter points out.

THAT GUY IN MOROCCO SAID 'NO SOAP'

Many thanks for your kind letter asking what happened about my entry for the Riverside race.

Quite a few weeks ago the organizers and myself had communications about this race and I agreed to enter, using Temple Buell's 4.5 Maserati. The terms agreed upon were in the form of a token payment to me, the reason being that I was very keen to enter one of the first big professional races in the States; the talk of \$7,500 in local papers and so on is completely unfounded.

Just over a week before the race was scheduled, I was contacted by the R. A. C. and told that the race was of restricted international stature, in other words, the Grade A drivers of the world, amounting to some 8 or 10, were not permitted to enter unless it could get complete international status. I contacted Paul Schissler, special events director of the L.A. Times, told him this and we agreed that to begin with I should approach Mr. Mahommed Elzazi, president of the automobile club promoting the Moroccan Grand Prix, to ask him if he would be prepared to allow the Riverside race to carry this title.

The reason I had to do this was because the international regulations state that if two fully international races are to be held over 400 kilometers apart, within 21 days of each other, the prime race has a sort of jurisdiction over entries in the other race.

I telephoned Mr. Elzazi and he gave a categorical "no." After this Mr. Schissler did all he could to get him to change his mind. Unfortunately, he remained adamant.

I am sure it goes without saying how disappointed I was, Gus, not to be able to come, but I do look forward to participating in similar races in the future. Very best wishes —

Yours sincerely,

Stirling Moss

London, W. C. 2, England.

FERRARI RETIRE?

Regarding Enzo Ferrari's plans, I don't quite know what to answer because so many things are being said which will remain rumors until the day, or the minute, in which the Commendatore will decide to have his say. In any case, also without considering the possibility of a "come-back," on the part of the Mercedes, the lack of G.P. pilots and a certain indifference on the part of the Italian public opinion concerning races, they might indeed cause Ferrari to retire, but as I say, for the moment nothing has been definitely said.

Athos Evangelisti,
Editor-in-Chief,
Velocita, Bologna, Italy

you balance everything. Then, when you go to Stage 2, you cut down all the parts as much as the regulations will allow. Stage 3, you just out-and-out cheat."

THE OLD SCCA JAZZ

How about this latest SCCA jazz of not permitting their membership to run in a Cal Club event? Egad, what a bunch of soft brains in Westport. Will the San Diego Region actually go so far as to support the Cal Club? And how about the Cal Club race at Minden? Wonder if that Hollywood gilt-edge character B—— is in the picture?

Charles Adreim
San Francisco

ON MOTORCYCLISTS

Enclosed is a copy of a recent special bulletin from the American Federation of Motorcyclists, better known as the Grand Prix Riders. As you probably know, the AFM is enjoying the increasing interest in motorcycle road racing — a lot of it due to automobile road racing. AFM is an enthusiastic, energetic and colorful group, beyond the embryo stage and gaining ground throughout the country with friendly ties on the continent. The views and intents of the organization are fresh and healthy (untainted by factory connections) and indicate a good

deal of more courage than certain "amateur" auto racing clubs in this country.

AFM is not afraid to grow along with the sport. Nor is it afraid of the word "Professional," which not only indicates money, but also skill. To grow, our sport needs friends. AFM would like to number Motoracing among its friends. Perhaps your newspaper has its hands full keeping its readers posted on auto sport activities. However, we both have a stake in road racing and you are responsible for, and maintain, a great deal of interest in it.

R. R. King,
Sun Valley, Calif.

CONSIDER THE FANS

Los Angeles Times
202 West 1st Street
Los Angeles, California
Attn: Mr. Paul Zimmerman, Sports Editor

Gentleman: Congratulations on the overwhelming success of the first U. S. Grand Prix. California Sports Car racing will soon rival Indianapolis and the European race circuit.

Los Angeles Times is responsible for this success and all sports car fans are grateful, I am sure.

Los Angeles Times should also feel a responsibility for the spectator after virtually compelling him to attend this event, thru superb publicity. Consideration for the spectator at this race week-end was a dismal failure. About one fourth of those spectators had never seen a sports car race and I am sure they will be reluctant to go ever again—lack of drinking water (three trucks are not enough, a couple of dozen toilets, and a make-shift plan of traffic control, make a very uncomfortable day at the races for 70,000 people. Even refreshment stands ran out of all liquids.

Not being able to estimate attendance in advance is no excuse—you are fully aware of the power of advertising and its results at the box office.

So please, for the sake of this wonderful sport, have more consideration for the new customer who is totally unprepared for these hazards.

Respectfully,

Robert G. Fletcher,
Wilmington, Calif.
CC: Motoracing Newspaper

LONG LOST UNCLE

That guy in Alaska is not my cousin — his is my long-lost uncle Sydney. We thought he had been hung. Sorry to hear he is still around.

Dr. Tom Wilson
Niles, Calif.

Ed. Note—A subscriber from Alaska wrote that Wilson's column alone was worth the price of MOTORACING. We sent the letter to Wilson, saying his cousin had written us.

THANKS FROM SCCA

The L.A. Region of the SCCA joins me in thanking you for your fine contribution towards publicizing the Huntington-Sheraton concours d'elegance. We realize that your time and interest helped tremendously in making it a success.

Geri Fleming
Encino, Calif.



PORSCHE

1st UNITED STATES GRAND PRIX FOR SPORTS CARS

RIVERSIDE INTERNATIONAL RACEWAYS — OCTOBER 12, 1958

PORSCHE RSK SPYDER — JEAN BEHRA

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SAN BERNARDINO—Bering Monroe Motors, 24898 Base Line
SAN DIEGO—San Diego Motor Imports, 1270 Columbia St.
SANTA BARBARA—Van Wyk's, Inc., 630 Chapala St.
SANTA MONICA—Ralph Cutright, Inc., 1530 Wilshire Blvd.
VAN NUYS—Gene Klein Motors, 5511 Van Nuys Blvd.

COMPETITION MOTORS, INC.

1219 Vine Street, Hollywood 38, California

Buy & Sell Through MotoRacing Want Ads on Page 11



Vignettes

By Gus V. Vignolle

ORR WARNED OF WOES
COMING TO WEST COAST

Cont. from page 1

seem far away. Probably few coronaries. The color of the sea at Nassau is unforgettable. The swaying palms lull you into another world. You just dream eye-balling the light-house from the glistening sands.

It's one of the greatest places in the world to unwind those frayed and jangling nerves that contribute so much to the flourishing business of that snappy bone orchard out in Glendale.

"Go enjoy yourself. It is later than you think."

So get on the tube and call Dusty Mahon at Westwood Travel Service, America's No. 1 travel agent. You'll never regret it.

A MOTT CLASSIC

If you don't want to go anywhere and still want laughs that'll double you up, just turn to the cover cartoon on the recent Riverside outing, by Stan Mott, our favorite sports cartoonist.

The detail is absolutely fabulous. Sorry we could not supply all our readers with magnifying glasses. But if you look closely, you'll find yourself in the Mott classic.

It is jam-packed with gems, but don't miss all the Times bus cascading into the Brinks trucks. Our Boy Lance busting across the course to tell people off, and Old Gold Suit, trailed by a string of hogs, heading for a point of vantage from where the photogs can do their best shooting.

WHISTLE BLOWING

Now, let's see who is getting shafted—and by whom.

A few days ago, the Cal Club's No. 1 Pharaoh, whom I have consistently regarded as non-existent, called up.

The purpose of his call, it developed, was to blow the whistle on Jack McAfee, Stan Sugarman and the SCCA. That's what is so nice about this cult—everybody is such a sport. They pat you on the back to find the soft spot for the knife!

The beef, of course, had to do with the Porsche RSK which Jean Behra raced at Riverside. No use to go into it here; turn to Page 8 for complete details.

ORR SAW GRIEF

It was good running into Jim Orr, past regional exec of the SF SCCA, at Riverside. Long ago, he foresaw a heap of trouble heading SCCAward, especially out here where the Cal Club is a bulwark of opposition, a condition unlike that in any other part of the country.

For one thing, Orr got a lot of support for some amendments to the SCCA bylaws. Most important was that the managing board of area governors be made up of members who had or were holding an elective office within the region from which they were proposed as governors.

Many names were contained in petitions from several regions. But National SCCA declared the action out of order, saying new bylaws already had been submitted to club members and official balloting was underway.

Asked Orr: "If the new bylaws had not been submitted, how in hell would anyone know whether or not an amendment was desirable?"

Orr finally gave up in disgust

and apologized to those who signed his petition for encouraging them to believe that "we could expect fair and honest treatment from the politicians of our club."

Finally, Orr wrote Jim Kimberly, the SCCA Chief Pharaoh, that he admired him for his ability to control the thinking of Jack McAfee and his executive committee.

Then came the real punchline—that Kimberly was giving aid and comfort to a strong and competitive organization (Ed. Note: the Cal Club) and that he might inspire the creation of a new organization which could replace SCCA on the West Coast and might spread from the west to the east.

Added Orr in his letter to Kimberly last Sept. 26: "You and I have both seen the club continue under the control of men of your training and thinking. We both now see the results of forcing stupid ill-conceived rules and edicts on the membership. The Western areas are in great danger of falling or have already fallen. It is a regrettable situation."

In view of what has happened—the Cal Club moving into a powerful position and SCCA reduced to virtual nothingness—the reader can see that Jimmy Orr, now a retired race driver, foresaw the dangers and tried, unsuccessfully, to do something about it.

HOW MUCH \$\$?

RIVERSIDE AFTERMATH — At this writing it is 17 days after the Times-Mirror race, and no report yet on attendance, gate and the cut to charity. Estimates range from 70,000 to 120,000. Mirror Sports Ed Sid Ziff said he thought there was a crowd in excess of 100,000. One guy that got fat was Paul Schissler, Times special events director. He had the concessions, which sold out of everything. Mike Hamilton reports they sold all of the 15,000 programs printed (goof). Title of Bill Johnson's piece in Sports Illustrated: "A Tantrum, A Triumph — Young Lance Reventlow had both as Pro Sports Car Racing Bowed in on the West Coast."

Said one of the Indy car owners: "When that dough is up, I'll try to get Jim Bryan as driver. It doesn't matter for those Mickey Mouse (Riverside, Laguna Seca) races." Ernie George rapped the crowd control in Automotive News. Johnny McDonald in San Diego Union: "A Riverside newspaper printed a story last week that irate citizens have protested to the coun-

ty Board of Supervisors against conditions connected with the Grand Prix. The group objected chiefly to traffic congestion (it was horrendous), hit-or-miss parking, trespassing on private property and littering of the area with trash thrown out of cars."

Dick Vanderveld in SM Evening Outlook: "Traffic control for thousands of cars trying to enter was chaotic. It was murderous on the unpaved dirt backroads—congested and billowing dirt. Talk about hitting the dusty trail! It left your tongue thick, especially if you had to stand in line 30 minutes to buy a beer or Coke at one of the very few refreshment stands (incredible how Schissler goofed here) that inadequately served an estimated 75,000 thirsty souls." "Doc" Hoppe in the Montrose Ledger: "... A long look at gate receipts estimated unofficially at from \$280,000 to \$430,000 casts a somewhat different light on the picture, but leaves a large margin for Times-Mirror charities, as yet undesignated. Judging from the 2 men we saw floundering in a sea of currency and silver in the Brinks armored car, last Sunday will go down in history as a red-letter day for whatever charity benefits—and for the sports car drivers whose maximum effort made the show a brilliant success."

Many have written and called MOTORACING asking how many people attended, what the gate amounted to and what went to what charity. Come on, Chandler & Schissler, out with it!

Bill Newman in the Porsche Owners Club Newsletter:

"... our requests for credentials (accompanied by an offer to pay for same) were greeted by supercilious shrugs and a tacit invitation to drop dead." ... Many legit photogs could not get credentials, yet at turn 6, big as life with 4 cameras, was Yul Brynner, whose dome glistened

(Continued on Page 10)

FINAL '58 WORLD DRIVERS' CHAMPIONSHIP

Position	Driver—Country—Car	Argentina	Monaco	Holland	Belgium	France	Gr. Britain	Germany	Portugal	Italy	Moreco	Total	Actual Best of 6
1	Hawthorn, GB, Ferr	4	1*	2	7*	9*	7*	—	7*	6	6	49	42
2	Moss, GB, Van-Coop	8	—	9*	—	6	—	1*	8	—	9	44	41
3	Brooks, GB, Coop	—	—	—	8	—	—	8	—	8	—	24	24
4	Salvadori, GB, Coop	—	—	3	—	—	4	6	—	3	—	16	16
5	Schell, USA, BRM	1	2	6	2	—	2	—	1	2	16	16	16
6	Collins, GB, Ferr**	—	4	—	—	2	8	—	—	—	—	14	14
7	Musso, Italy, Ferr**	—	6	—	—	—	—	—	—	—	—	12	12
8	Trintignant, Fr, Coop	—	8	—	—	—	4	—	—	—	—	12	12
9	Lewis-Evans, GB, Van**	—	—	4	—	3	—	4	—	—	—	11	11
10	Behra, France, BRM	—	—	—	4	—	3	2	—	—	—	9	9
11	P. Hill, USA, Ferri	—	1	1	3	—	—	—	1	—	—	6	6
12	Fangio, Arg, Mas	2	—	4	—	—	—	3	—	—	—	9	9
13	Allison, GB, Lotus	—	4*	—	—	3	—	—	—	—	—	7	7
14	Brabham, GB, Coop	—	—	—	—	—	—	—	5*	4	—	9	9
15	McLaren, GB, Coop	—	—	—	—	—	2	—	—	—	—	2	2
16	G. Hill, GB, Lotus	—	—	—	—	—	—	—	2	—	—	2	2
17	Gendebien, Belg, Ferr	—	—	1	—	—	—	—	—	—	—	1	1
18	Barth, Ger, Por	—	—	—	—	—	1	—	—	—	—	1	1
19	Bonnier, Sweden, BRM	—	—	—	—	—	—	—	—	3	—	3	3
20	Gregory, USA, Maser	—	—	—	—	—	—	—	—	—	1	1	1

1st—8 pts.; 2nd—6 pts.; 3rd—4 pts.; 4th—3 pts.; 5th—2 pts.; 6th—1 pt. Fastest lap—1 pt. tirement. Best 6 performances count.

New Champion

(Continued from Page 1)

British driver who had been in 7th place in the standings, died of burns to over 75 per cent of his body following a crash. He was a Vanwall pilot.

Triumph Flips

Two others were injured today, Olivier Gendebien of Belgium, seriously, and Francis Picard of France. And yesterday in trials for a preliminary race, Hans Rager, Casablanca, was killed when his Triumph flipped.

Hawthorn was the 1st Briton ever to win the title. He drove a Ferrari and succeeds Juan Manuel Fangio, Argentina, 5-time world's champion.

Moss' victory was spectacular aboard a British Vanwall. He averaged 117.3 mph over the 4.71-mi. Ain-Diab course. His time was 2:09:15.1 for the 250.2-mi. race. And he won the maximum number of points—8 for 1st and 1 for fastest lap.

Assist by Hill

Hawthorn finished 1m24.7s behind, but the 6 points for 2nd were all he needed to grab the title over his countryman. Many experts here said Hawthorn received tremendous help to gain his 2nd spot by Phil Hill, Santa

Monica, his Ferrari teammate who took 3rd.

The big blond Briton was 4th most of the way. The consensus was that Hill had the fastest Ferrari in the race, but he was content to trail Hawthorn, finishing .8s behind him.

Bonnier in

Other finishers: 4. Joakim Bonnier, BRM; 5. Harry Schell, BRM; 6. Masten Gregory, Maserati; 7. Roy Salvadori, Cooper; 8. Jack Fairman, Cooper; 9. Hans Hermann, Maserati; 10. Cliff Allison, Lotus; 11. Graham Hill, Lotus. Jack Brabham, Cooper, won the FII race.

The new champion has been racing 8 years and 2 times was severely injured in accidents. His racing father was killed 4 years ago in a road accident.

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Rally 'Round

☆☆ With Duane and Jerrie Sparks

An unusual event attracted many sports car enthusiasts last Sunday. National FCCA offered its RIVERSIDE FIELD DAY at the Riverside International Race way for the enjoyment of over 180 contestants.

The day's activities included 5 separate events, with each participant limited to any 3 of his choice. These included a navigational rally to the track, time trials around the race course with the emphasis on consistency rather than speed, a slalom, a gymkhana and acceleration and braking tests.

Some 54 cars entered the rally which was divided into a reliability and a regularity run with 3 legs in the navigational portion. The time trials consisted of one familiarization lap and then 2 timed laps around the track with the object of completing both timed laps in the same elapsed time. The gymkhana and slalom were standard events run in accordance with the SCCSCC codes and the acceleration and braking test was held on a measured quarter-mile strip from a standing start to a stop at the end of the quarter.

Overall scoring will be based on a system whereby each contestant is graded for performance as a percentage of the average within his class, but for your information we have listed the top individual performances in each event. From these results it is apparent that there are 3 or 4 contenders for top honors. It will be pretty difficult to deny Bud Reese, Jr. with his 1st in slalom and 2nd in acceleration. Others appearing twice among the winners were Tom Higgins, Phil Binks, Robert Cochran, Bill Vantichelt, Jim Woods, Dave Lehman, Marcia Campbell, and Paul Cunningham. It was a great day and everyone had a good time. It looks as though another annual event for the participating enthusiast is established.

Coming up this weekend are 2 fine navigational rallies to sharpen your wits on in preparation for the final championship event of the year on Nov. 9. On Saturday Allan Turner and the Valley SCC offer a council open event, the FALL RALLYE, and on Sunday Jim Robinson and Douglas SCC present the annual HALLOWEEN RALLY. After these we should all be in great shape to take on the RALLYE OF THE STARS, Palomar SCC's championship rally down Escondido way the following weekend. This one will be your last opportunity this year to improve those championship point standings so a good turnout is assured.

Rallies

NOVEMBER

—Valley SCC Fall Rallye-SCCSCC open event. Nav. & Non Nav. classes. 6 hrs. Hansen Dam pkg. lot. Foot-hill & Osborne 9 a.m. Dash plaques all cars \$3.50 TH 8-1188

2—Douglas SCC Halloween Rally 3 1/2 hr. nav. trophies guests & members. Robt. Hall pkg. lot. 18800 Ventura, Tarzana 8 a.m. \$2 Jim Robinson GL 4-9937

3—Palomar SCC Rallye of the Stars-SCCSCC championship event. 7 a.m. Fireside Restaurant in Escondido. 200 miles 6-7 hrs. \$5 post entries \$6 Ken Kelling. 2215 Cranston Dr., Escondido SH 5-3447

4—Jaguar Owners Semi-Nav-Tickle Rally 9:30 A.M. Brentwood Motors. Wilshire Blvd., Santa Monica. 4 hrs. navigational. Bob Laviolette GR 3-5407

5-16—VWOC Rally to Las Vegas \$32 couple. Clark Moore SY 7-2063

16—Hughes EASCC Rogues Rally 11. SCCSCC open event 7:30 a.m. Thriftmart pkg. lot Sherman Way and Corbin Ave. in the Valley. \$3 Bob Sweet OR 2-8511

23—AHOC Rally mit Shishkebob-nov. 9 a.m. Thistle Inn. Glendale & Silver Lake. \$6.50 includes 2 dinners & dash plaque. Maggie Schwab UN 4-8733

30—SMFCCA Tiger By the Tail-5 hr. nav. Douglas pkg. lot Ocean Park & Bundy. Santa Monica. 8 a.m. \$2 Al Nesbitt CR 6-3336

BOOM GERMAN CAR

Daimler-Benz of Germany will extend a \$7 million credit to Studebaker-Packard Corp. for parts to be sold in the U.S. A parts to be sold in the U.S. A wholly-owned subsidiary of SP will sell the cars and parts in this country.

Why do you tell me all this?

Various Rally Results

SCCA SIDEWINDER OCTOBER 19-19 CARS

POS.	DRIVER	CAR	CLASS	ERROR
1.	Cecily Patterson	Porsche	Modified	:51
2.	Aanna Lee Capito	Lancia	Modified	:58
3.	Joe Bechtel	Porsche	Modified	:58
4.	Paul Pond	Jag	Stock	1:00
5.	Lester Cohen	T-Bird	Stock	1:25

SOUTHWEST SCC SHAKE, RATTLE & ROLL OCTOBER 26 DICK BUTLER RALLYMASTER 20 CARS

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Hal Wood	Chris Wood	Porsche	SWSCC	1:09
2.	Bill Getz	Shirley Getz	VW	SWSCC	2:12
3.	Diane McPherson	Bob McPherson	AC	SWSCC	2:49

NATIONAL FCCA RIVERSIDE FIELD DAY OCTOBER 26 INDIVIDUAL STANDINGS

EVENT	POS.	NAME	CAR	TIME
RALLY (54) CARS	1.	Cal Hudspeth Bob Cole	MG A	:06
	2.	Duane Sparks Jerrie Sparks	T-Bird	:16
	3.	Dave Nielsen Stu Rinker	MG A	1:20
	4.	Clark Moore Jean Moore	TR-3	1:37
	5.	Rod Stoik Jim Patterson	MG TD	1:37

TIME TRIALS (155) CARS	POS.	NAME	CAR	TIME
	1.	Frank Copeland	A-H	:00
	2.	Phil Binks	Sprite	:00
	3.	Tom Milano	Renault	:00
	4.	John Foster	MG TF	:1
	5.	Veryl Anderson	MGG A	:1
	6.	Robert Cochran	MG A	:2
	7.	Bryan Gaggis	MG A	:2

GYMKHANA	POS.	NAME	CAR	TIME
Sedan Under 100"	1.	Bill Vantichelt	Renault	:49.8
	2.	Jerome Johnson	Renault	:51.6
	3.	Kim Waldhanz	Renault	:52.1
	1.	Bud Reese, Jr.	Borgward	:51.8

SEDANS OVER 100"	POS.	NAME	CAR	TIME
Sports Under 90"	1.	Fred Church	Volvo	1:00.0
	2.	Nelson Byers	TR-2	:47.4
	3.	Tom Higgins	TR-3	:47.5
	1.	Robert Cochran	Alfa	:47.5
	2.	Robert Grimm	MG A	:42.5
	3.	Mike Fenton	MG TD	:44.3
	1.	Jim Woods	A-H	:44.3
	2.	Richard Elms	Jag	:50.2
	3.	Dave Lehman	Jag	:53.1
	1.	Phil Binks	Sprite	:49.5

SLALOM	POS.	NAME	CAR	TIME
Sports Under 1300 cc	1.	Tom Higgins	Alfa	:45.0
	2.	Dee Purier	MG TD	:50.9
	1.	Bud Hartman	Porsche	:47.9
	2.	Clifford Glasser	Porsche	:48.1
	3.	T. W. Burge	MG A	:48.2
	1.	James Cowie	TR-3	:49.1
	2.	Rod Schuman	A-H	:49.4
	3.	Marcia Campbell	300SL	:49.8
	1.	Dave Lehman	Jag	:49.9
	2.	Jim Woods	Jag	:50.7
	3.	Paul Cunningham	Jag	:52.5
	1.	Bill Vantichelt	Renault	:47.9
	2.	Carl Jackson	Fiat	:48.4
	3.	Larry Ford	Renault	:49.8
	1.	Bud Reese, Jr.	Borgward	:51.8

BRACING	POS.	NAME	CAR	TIME
Sedans Under 1300 cc	1.	Dick Henderson	Fiat Abarth	:24.7
	2.	Don Baker	VW	:24.9
	3.	Ted Douglass	VW	:24.9
	1.	Faber Tunison	Volvo	:22.1
	2.	Bud Reese, Jr.	Borgward	:24.4
	3.	Juan Shepherd	Alfa	:24.4
	1.	W. E. Campbell	Alfa	:23.9
	2.	Clayton Slagle	MG TD	:24.0
	3.	Hud Stephenson	Porsche	:20.5
	1.	Bill Quan	Porsche	:21.1
	2.	Bob Cullerton	Porsche	:21.4
	3.	Jerry Smith	300 SL	:20.5
	1.	Susan Irvin	TR-3	:20.7
	2.	Marcia Campbell	300 SL	:20.9
	3.	J. Norman Gwinn	Corvette	:19.2
	1.	Norm Marchment	Ford A Spl.	:19.9
	2.	Paul Cunningham	Jag	:20.0

SAN FRANCISCO AREA

POS.	DRIVER	NAVIGATOR	CAR	ERROR
1.	Dave Davis	Bobbie Davis	XK140	:25
2.	Hugh James	None	TR-3	2:31
3.	Frank Dinsmore	Phil Savage	Corvette	3:44
1.	Dodo Lee	Ron Lee	VW	1:47
2.	Fred Layton	Ted Sparks	VW	4:03
3.	John Nascimento	Joyce Nascimento	AH	8:49
1.	Norman Payne	Irene Payne	MGA	2:59
2.	Bill Cota	Evelyn Cota	TR-3	4:02
3.	Frank Tehada	Gerrie Tehada	Volvo	5:03

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SCCA RACES SET FOR PALM SPRINGS

An institution in Western road racing, the XV Palm Springs sports car races will be presented Saturday and Sunday, Nov. 1-2, by the LA Region of SCCA and George Cary, Jr. at the spa's airport.

Although an established event, this will be a tough one for the SCCA, for the cast lacks the glitter of yesteryear. This is the first local SCCA whirl since the National ban on drivers having competed in Cal Club pro races.

There is no mistaking that the entire road racing picture has been altered. With the exception of Jack McAfee, there are no name drivers in the actual 2-day schedule of 10 races. At this writing there are in the neighborhood of 60 entries.

But Cary has plugged the gap and come to the rescue by scheduling a 20-lap exhibition match invitational race (No. 7 of the 8-race Sunday program).

Some name pilots that Cary thought would race are skipping the show, practically all of them explaining they are inflamed at the SCAA for giving them the roust, changing its rules, etc.

Shelby Due To Drive Maserati

Among those who have indicated they will compete in this special race and thereby provide some kind of attraction, other than the backyard small-car enthusiasts, are Carroll Shelby, in Temple Buell's 4.5 Maserati; Max Balchowsky, in the now famous Old Yeller Buick Special; Bill Krause, D-Jag, who took 3rd overall at Riverside; Bill Murphy, Buick-Kurtis; Bill Love, Corvette-Ferrari; Andy Porterfield, 1959 Corvette; and Frank Arciero's 4.9 Ferrari, driver unknown.

What has proven to be a controversial car, Stan Sugarman's Porsche RSK, the only one in the U.S., has been entered, but the owner "doesn't believe it will run." They are waiting a minor part from the factory in Germany.

If it does go, McAfee would be the pilot. This is the car driven to 4th overall by Jean Behra of France at Riverside last Oct. 12. Charges by Cal Clubbers and other anonymous anti-

(Continued on Page 5, Cols. 3-4)

PORSCHE OWNERS STUTTGART SAFARI OCT 12 FRED BERRINGER RALLYMASTER 65 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Ted Sparks	Lloyd Johnson	Triangles	Porsche	:28
2.	Dave Davis	Lloyd Johnson	Triangles	XK140	:28
3.	Robert Cook	Ann Cook	Triangles	Jag	:47
1.	D. Lantz	R. Lantz	SCV		1:35
2.	W. Cota	E. Cota	Checkmates		7:35
3.	K. Cornell	S. Cornell			7:35

SCCA & BARM BAY AREA RALLY OCT 19 GENE HAMMOND RALLYMASTER 62 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Robert Cook	Ann Cook	Triangles	Jag	:32
2.	Bill Johnson	Kiggins	Triangles	Porsche	:48
3.	Dave Davis	Bobbie Davis	Triangles	Jag	:53
1.	Norman Payne	Irene Payne	MGA		1:42
2.	Booth	Booth	AH		1:55
3.	Hein	Tresser	Jag		2:03

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(To Be Continued)

Minden Race Charts

1st MINDEN SPORTS CAR RACES, C.S.C.C. OCT. 25-26, 1958.
MINDEN-GARDNERVILLE AIRPORT, MINDEN, NEV. 2.2 Miles.

Sunday, Oct. 26.
Race 2, Prod. Classes B, C & D: 16 laps, 35.2 mls., time 32:15, avg. 64.2. Fastest lap, car 283, 1:52.

POS.	CAR NO.	SEC. BEHIND	DRIVER	MAKE OF CAR	CLASS POS.
1	283		Andy Porterfield	Corvette	1B
2	7	14	Hugh Harn	Corvette	2B
3	20	65	Don Dickey	Porsche G. T.	1D
4	28	68	Bill Love	A. C. Bristol	2D
5	15	69	D. D. Michelmores	Porsche G. T.	3D
6	55	86	Jerry Vercelli	Corvette	3B
7	5	87	Jack Graham	Mercedes SL Rdst.	1C
8	43	101	Alfred Whatley	Porsche G. T.	4D
9	130	115	Arthur Snyder	Porsche G. T.	5D
10	297	131	Bob Harris	Porsche G. T.	6D
11	105	132	Geo. Heaney	A. C. Bristol	7D
12	214	144	Clarence Seher	Jaguar 120	2C
13	171	156	Peter Calkin	Jaguar 120	3C
14	24	5L:50	Geo. Duncan	Mercedes SL	4C
15	247		Red Faris	Jaguar 120	5C
DNF:	247		Red Faris		
DNF:	247		Red Faris		

RACE 3, mod. & Prod. under 1500cc: laps, 55 mls., time 46:45, avg. 66.6

POS.	CAR NO.	SEC. BEHIND	DRIVER	MAKE OF CAR	CLASS POS.
1	221	25	Ervin Lehr	Porsche spy.	1FM
2	27	1L:11	Harry Banta	Cooper	1FM
3	141	1L:32	Don West	Cooper	2FM
4	20	1L:40	Don Dickey	Porsche RS	3FM
5	177	1L:04	Don Herman	Porsche G. T.	1DP
6	127	2L:56	Leon Robertson	Porsche Carrera	1EP
7	57	2L:57	Pierre Dumenil	Porsche Spd.	4FP
8	25	3L:110	Jim Chaffee	MGA	5FP
9	60	3L:123	Loyal Davies	MGA	5FM
10	279	5L:133	Bob Harris	A. C. Bristol	6FM
11					2DP

DNF: 271 — A. Snyder, 19 — D. Michelmores, 189 — W. Morland, 43 — A. Whatley 31 — R. Bucknum.

RACE 5, mod. over 1500cc: 20 laps, 44 mls., time 34:33, avg. 76.20.

POS.	CAR NO.	SEC. BEHIND	DRIVER	MAKE OF CAR	CLASS POS.
1	70		Max Balchowsky	Buick Spec.	1BM
2	4	97	Jack Graham	Aston-Martin	1DM
3	138	1:02	Chuck Howard	Maserati	1EM
4	100	1L:09	Ray Seher	"D" Jaguar	1FM
5	221	1L:36	John McLoughlin	Cooper Formula II	1FM
6	26	1L:44	Gordie Glycer	Ferrari T. R.	2EP
7	7	1L:66	Hugh Harn	Corvette	2BP
8	283	1L:67	Andy Porterfield	Corvette	3BP
9	112	1L:90	Josie Mc Loughlin	Ferrari T. R.	2DM
10	141	2L:85	Jack West	Porsche R. S.	1FM
11	28	3L:29	Bill Love	A. C. Bristol	3DP

DNF: 27 — Harry Banta, 16 — Lance Reventlow
(Compiled by Long Beach MG Club Scoring Team)

Balchowsky Minden Victor

(Continued from Page 1)

to the Palm Springs and Laguna Seca races scheduled for the next 2 weekends.

Ervin Lehr, Sacramento Porsche driver, took 1st in the under-1500cc main event, closely followed by Ron Ellico in a Formula II, Cooper-Climax.

Reventlow Wins

In Saturday's preliminary main, Reventlow lead from the starting flag, with Balchowsky close behind. In his effort to catch the flying Scarab, Balchowsky spun off the course twice, but recovered quickly both times to finish 13 seconds behind Reventlow.

Oct. 25, 1958

RACE 1, Prod. F, G & H, 10 laps, 22 mls., time 22:24, avg. 58.8 mph. 1) Dick Quint, MGA; 2) Frank Vernon, AR Veloc; 3) Eugene Smith, MGA. Class F, Quint; G, Bob Downing, MGTF; H, Louis Issel, AH Sprite.

RACE 2, Porsches D, E & F, 10 laps, 22 miles, time 19:54, avg. 66 mph. Fastest lap, Don Dickey, 1:57. 1) Don Dickey, GT; 2) D.D. Michelmores, GT; 3) Arthur Snyder, GT. Class D, Dickey; E, Dan Herman, Carrera; F, Bob Greenland, Standard.

RACE 3, Prod. D & E, exp. Porsches, 10 laps, 22 mls., time 20:01, avg. 66 mph. Fastest lap, Bob Harris, 1:59. 1) Bob Harris, AC Bristol; 2) Bill Love, AC Bristol; 3) Don Grafton, AC Bristol. Class D, Harris; E, Wm. Hinshaw, Morgan TR3.

RACE 4, Prod. B & C, 10 laps, 22 mls., avg. 68mph. Fastest lap, Porterfield, 1:53. 1) Andy Porterfield, Corvette; 2) Hugh Harn, Corvette; 3) Jim Payne, Corvette. Class B, Porterfield; C, Gel Brown, Mercedes.

RACE 5, women's race, 5 laps, 22 mls., time 11:14, avg. 59.25mph. Fastest lap, Gail Liebaert, 2:10. 1) Gail Liebaert, AC Bristol; 2) Joan Hirsh, Volvo; 3) Grace Tara, Morgan. Class D, Liebaert; E, Tara; F, Hirsh.

RACE 6, Mod. under 1500cc, 10 laps, 22 miles, time 19:01, avg. 69 mph. Fastest lap, Ron Ellico, 1:52.

EARLY MG SOUGHT

A search for one of the original MG TC roadsters that made up an initial shipment to Southern California has been instituted by Gough Industries, British automobile importers. The firm wants to display the early model alongside its new 1959 Twin Cam MGA at Pan Pacific Auto Show Nov. 13-23.

S. F. IMPORTED CAR SHOW

Glittering new imported cars bearing some 40 different famous brand names will be on display Nov. 19-23 when Northern California views its first international Imported Car Show in San Francisco's new underground Brooks Hall.

1) Ervin Lehr, Porsche Spyder; 2) Jack West, Porsche Spyder; 3) Ron Ellico, Cooper-Climax. FII, Class F, Lehr; F II, Ellico.

RACE 7, Mod. over 1500cc, 10 laps, 22 mls., time 17:09, avg. 76.8 mph. Fastest lap, Max Balchowsky, 1:40.04. 1) Lance Reventlow, Scarab; 2) Max Balchowsky, Buick Spec.; 3) Ray Seher, D Jag. Class B, Reventlow; C, Seher; D, Jack Graham, Aston-Martin; E, Chuck Howard, Maserati.

Oct. 26, 1958

RACE 1, Prod. E, F, G & H, 15 laps, 33 mls., time 30:20, avg. 65.8 mph. Fastest lap, Dan Herman, 1:62. 1) Ron Buchnum, Porsche spd; 2) Ron Buchnum, Porsche spd; 3) Gary Squires, Porsche Carrera. Class E, Herman; F, Bob Greenland, Porsche Speedster; G, Bob Downing, MGTF; H, Louis Issel, AH Sprite.

RACE 4, women's race, 5 laps, 11 mls., time 11:17, avg. 58.2mph. 1) Gail Liebaert, AC Bristol; 2) Grace Tara, Morgan; 3) Doris Shirley, Porsche spd. Class D, Liebaert; E, Tara; F, Shirley.



LOOKING BACK
(From the MOTORACING files)

Oct. 23, 1955—Bill Murphy, Buick-Kurtis, won the feature at Torrey Pines. Ernie McAfee did not compete, having just become a father for the first time. Pearce Woods, competing in his 2nd sports car event, won the 6-hr. endurance race in a Jaguar.

Oct. 19, 1956—Phil Hill, just back from Europe, is due to engage in a hectic duel with Carroll Shelby in the National SCCA races at Palm Springs. Hill will drive George Tilp's 3.5 Ferrari; Shelby, John Edgar's 4.9 Ferrari.

Oct. 4, 1957—Praise was still ringing in the ears of Ricardo Rodriguez, 15-year-old Mexico City sensation, after his under-1500cc modified race victory in a Porsche RS at Riverside Raceway. J. P. Kunstle was 2nd, Joe Playan 3rd. Dan Gurney, Corvette, won the big production car race that day.

TREATMENT JUST RIGHT

I thought your treatment of the Lime Rock pro opener was just right. So did others—it was copied by the Lime Rock and sundry papers. Please send me copies covering the recent Riverside pro race.

John Fitch
Stamford, Conn.

AT LAGUNA SECA, LAST NOVEMBER, A MORGAN PLUS FOUR, DRIVEN BY LEW SPENCER, TOOK 3rd OVERALL AND 2nd IN CLASS.

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JUST BEFORE his last race in July, at the Grand Prix of France at Reims, Juan Manuel Fangio, left, chatted with young Pedro Rodriguez, Jr., 18, of Mexico City, who drove a Ferrari in the race. Fangio last week announced his definite retirement from racing after being world's champion 5 times. He is 47. Other photo — Page 1.

Will Not Even See a Race -- Fangio

(Continued from Page 1)

stations. In his office last week, Businessman Fangio looked back over the career of Driver Fangio, and talked with a candor that he had seldom allowed himself while racing. Said he: "The exhilaration of racing a smooth-running car and the challenge of keeping in the lead had become drudgery, a constant effort and worry to give people who entrusted me with their cars and money the returns they expected. The joy of the first years became mere fatigue. Not only my body is tired but my spirit as well. They were the most exciting years of my life. I never considered a car as an instrument to achieve an end, but as part of myself or better. I was a part of the car, like a piston or shifting gear. At Reims in 1948, when I had to quit because my gas tank was ripped, I felt as if my own flesh were wounded. This feeling of oneness with a car, and that I had luck in getting the best cars I could drive, made me a champion far more than snappy shifting, lightness of touch on the steering wheel or daring curve cutting.

"If I could offer the younger generation any advice, I would say: Never think of your car as a cold engine but as a hot-blooded horse, racing together with the rider like one beautiful harmonious unit. As for me, the rider has grown older and more blasé than the horse."

Lost Cheers. "But enthusiasm is not the only thing I lost. I lost my family too. In ten years, 20 of my racer pals died behind the

SCCA MEETING

L. A. Region of SCCA meets at the Poinsettia Playgrounds, West Hollywood, Nov. 4. Sidewinder Rally trophies will be presented.

Pre-Regional election data will be given, as well as nominations from the "floor." "The Racers," starring Kirk Douglas, will be shown. Meet starts at 7:30 p.m.

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JAMES R. LOWE

Lowe Donates Car to Worthy Snell Project

SAN FRANCISCO, Oct. 29 — The San Francisco Region of SCCA announced today that James Rowland Lowe, former National secretary, twice past Regional executive and regional executive-elect for 1959, has donated a Lotus Mark II racing car to the Snell Memorial Foundation. This car has been raced very successfully, during the past season, and will be sold to the highest bidder. The money received will be used by the Snell Foundation to further its research work in road racing safety. Bids will be received at the San Francisco Region office, 2001 Van Ness Ave., S. F.

LAGUNA SECA RACE

MONTEREY, Oct. 30 — Entries for the Laguna Seca Sports car road races Nov. 8-9, have mounted beyond the 150 mark. Drivers for the C.S.C.C. race include Chuck Daigh, Lance Reventlow, Ken Miles, Dan Gurney, Richie Ginther and Bob Drake.

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Economy Run Results

1958 MOBIL MILEAGE RALLY RESULTS
M.P.G. CAR & DISPLACEMENT ENTRANT DRIVER

Class A, Under 750cc				
50.5404	Fiat 750	747	Italiano Motors	John Rich
48.6911	BMW Isetta 600	585	Santa Monica Imports	Dale Alexander
42.8557	Citroen 2CV	425	Citroen Cars, Corp.	William Lynn
41.0225	Renault 4CV	747	Nick Pastor Im. Cars	Barbara Nieland
40.2017	Gogomobil	392	Merv Straley	Merv Straley
39.8102	Fiat 600	633	Bill Hunt	Gene Johnson
Out of Gas	Fiat 500	479	Italiano Motors	Bill Levy
Accident	Lloyd	596	Manhattan Motors, Inc.	Joan Green
Average M.P.G. Class A-43.8539				

Class B, 750 Through 1099cc				
43.3548	Renault Dauphine 845	Yeakey Plymouth	Bill Likes	
41.6434	Panhard Dyna 850	Citroen Cars Corp.	Bob Murphy	
37.7902	Triumph	948	Cal Sales, Inc.	Bill Rohrer
37.4098	Fiat 1100	1089	Italiani Motors	Walter McKelvey
34.9593	DKW	886	Peter Satori Cl., Inc.	Gunther Draheim
34.8749	Morris Minor 1000	948	Henry S. Perren	Bob Nichols
31.4605	Skoda	1089	Fisher Imports, Inc.	Bob Russo
27.5413	Goliath 1100	1094	Goliath Co. of S. Cal.	Danny Eames
Off Course	Datsun 1000	988	Lloyd Pearson	Jerry Gobel
Average M.P.G. Class B-36.1292				

Class C, 1100 Through 1499cc				
32.3673	Alfa Romeo Spt. Cpe	1290	Italiano Motors	Jim Parkinson
32.2711	Volkswagen	1192	Competition Motors	Al Harmon
32.1293	Simca Elysee	1290	Bob Smith, Inc.	Zaz Haan
30.6233	Austin A-55	1489	Gough Industries, Inc.	Steve Geraghty
29.6451	Sunbeam Rapier	1494	Rootes Motors, Inc.	Joan Fischel
28.3150	Borgward Isabella	1493	Fisher Imports, Inc.	Rudy Cleye
27.8472	Anglia	1172	Bob Estes	Mary Faulkner
27.8171	Peugeot 403	1468	Hot Rod Magazine	Bob Pendergast
26.4792	Toyopet Crown	1453	Art Frost	Bob Trombetta
Out of Gas	Hillman Minx	1390	Rootes Motors, Inc.	Ginny Simms
Did not start	Opel	1488	Colonial Imports	William Halstead
Average M.P.G. Class C-29.9438				

Class D, Over 1500cc				
36.0672	Volvo	1580	Hamer Motors, Inc.	Lee Hamer
35.3445	Porsche 1600	1600	Precision Motor Cars	Mary Davis
30.8247	Consul	1703	George Byrum Line/Merc	Al Cottle
30.5419	Vauxhall	1507	Tom Ray Pontiac	Bill Luther
29.3998	Citroen ID19	1911	Citroen Cars Corp.	Bill Jones
27.9402	Taurus	1698	Foothill Motors	Walt Glassett
26.2377	Jaguar	3442	Bill Corey Sports Car	Bill Corey
21.3500	Mercedes-Benz		Mercedes-Benz Sales, Inc.	Dick Moon
14.2083	Rolls-Royce	4887	Len H. Roos	Walter Fife
Average M.P.G. Class D-29.1016				

Average M.P.G. All Cars 33.4840

Fiat (50mpg) Winner

As far as the average imported car is concerned, the road to the American motorist's heart lies through his pocketbook. Last Oct. 19, in the 1958 Mobil Mileage Rally, the imports had their first real chance to prove their gasoline economy.

And prove it they did!

The 32 cars that finished, representing virtually the entire range of imported cars sold in the United States, averaged 33.48

PHOTO — PAGE 1

miles per gallon — and this despite unscheduled hazards, such as a forest fire, that turned the tough Southern California course into a 258-mile route of thrills and at least one spill.

Joan Green spilled her Lloyd sedan in the San Bernardino Mountains, but neither she nor her observer, Carol Arlen, was injured.

Top score was an astounding 50.54 miles per gallon rolled up by John Rich of Burbank at the wheel of the little Fiat 750. Close behind was the BMW Isetta 600,

which Dale Alexander toiled to the tune of 48.69 mpg. They ran 1-2 in Class A, the competition for cars with engines of less than 750cc.

Dauphine Scores

In Class B (750-1099cc) Bill Likes coaxed the Renault Dauphine to a winning mark of 43.35mpg.

While the rally was restricted to 4-passenger "family" cars, the Alfa Romeo Sprint Coupe, an entry that also fits the sports car category, captured the trophy in Class C (1100 1499cc). Jim Parkinson brought the Alfa in at 33.37mpg, edging out Al Harmon in the Volkswagen by a hairbreadth 0.1mpg.

Volvo Wins

The "big car" Class D (over 1500cc) victory went to Lee Hamer's Volvo in recognition of its 36.07mpg. score. But it was another 4-passenger sports car, the cat-footed Porsche 1600 driven by blonde Mary Davis of racing fame, that came in 2nd. Its 35.34

(Continued on Page 11)



JAY CHAMBERLAIN

Grand Prix Race Hopes Lauded

Jay Chamberlain, top U. S. sports car driver and distributor for Lotus, said today that he believes the U. S. Grand Prix for sport cars, held at Riverside, will surpass the Indianapolis 500 in attendance and over-all importance within a few years.

Chamberlain, who has driven a Lotus at LeMans, Reims, Sebring and Nassau, stated that sport car racing is a more interesting spectator's sport than oval racing, due to the many curves and esses on the average road course. This, along with the drivers in cars more closely akin to standard passenger cars than are the Indy cars, and the high local interest in sports and economy cars, could make the Southern California event one of the most important in this part of the world.

Chamberlain's Lotus wins include the index of performance at the 1956 Nassau races, the 1100cc class in the 1957 LeMans, 2nd in 1500cc class in the 1957 French Grand Prix and 3rd in class and 7th overall in the 1958 Sebring.

In the News

(Continued from Page 1)

the 20-lap main event on the 1½ mile Lime Rock course.

A crowd of 7,500 saw Windridge win the SCCA event 20 seconds ahead of Gil Geitner in a Ferrari Testa Rossa. Gerry Georgi, in a Jag Special, was 3rd.

SCHNEIDER NAMED

Samuel Weill, Jr., regional manager of Competition Motors, announces the appointment of Dudley K. Schneider as area sales representative. He will direct sales and sales training for the Volkswagen and Porsche distributorship in Calif., Ariz., and So. Nev., and will serve as dealer contact in commercial vehicles.

EUROPE IN '59

Art Peck (CBS executive in N.Y.) and his wife Margaret are acting as co-ordinators in the N. Y. and N.E. areas for the Florida Region SCCA "Holiday Club Tour" next June. Four tours from New York, by air, are planned, 2 of them to include races at LeMans, Spa, Monza (500) and Reims.

Art Peck can be contacted at 38 Beechwood Ave., Manhasset, N. Y.

Riverside Race Charts

RACE 1—Fastest Recorded lap time: 2:19.8, Skip Hudson—Times-Mirror Trophy Race—Time 38:29, Laps 16, Avg. 81.7, Miles 52.40.

Car No.	Sec. Behind	Driver	Make of Car	Class Pos.
1 58		Hudson, Skip	Chev. Corvette	1B
2 166	47	Dickson, Bob	Chev. Corvette	2B
3 32	109	Hoffman, Bob	Chev. Corvette	3B
4 243	124	Geddes, Dean	Chev. Corvette	4B
5 41	126	Briley, Scott	Chev. Corvette	5B
6 120	129	Dickey, Don	Porsche Carrera	1D
7 163	130	Breskovich, Jack	Austin Healey 100S	2D
8 48	1L12	Crowder, Gordon	AC Bristol	3D
9 97	28.5	Harris, Bob	AC Bristol	4D
10 164	37	Windhorst, Bob	Austin Healey 100S	5D
11 137	94	Duncan, Geo.	Jaguar XK120	1C
12 31	95	Bucknum, Ron	Porsche Speed.	1E
13 38	105	Kongelbak, Bob	Chev. Corvette	6B
14 30	107	Snyder, Art	Porsche GT Car.	6D
15 145	108	Spencer, Lew	Morgan Plus 4	2E
16 24	131	Barker, Ed	Porsche Su Spster	1F
17 62	137	Lunkin, John	MGA	2F
18 197	147	Roetner, Mike	Alfa Romeo Veloce	3F
19 21	148	Von Kluck, Wm.	Porsche Su Sp	3E
20 94	207	Young, Bob	AC Bristol	7D
21 20	2L15	Patton, Bob	Alfa Romeo Spy	4E
22 74	16	Venable, Pearce	Austin Healey	4C
23 71	48	Briggs, Carl	Mercedes-Benz 300SL	2C
24 17	110	Barrett, Larry	MGA	5F
25 22	3L30	Gordon, Max	Austin Healey	5E
26 290	4L62	McGee, Jerry	Corvette	7B

Did Not Finish: 25, Chaffee, J.; 36, Settember, T.; 51, Bondurant, B.; 72, Moore, J.; 82, Baxter, B.; 99, Dornish, B.; 119, Campbell, D.; 131, Parkinson, J.; 165, Kastner, R.; 169, Cairns, F.; 220, Ross, B.; 246, Anderson, T.; 263, West, W.; 283, Porterfield, A.

RACE 2—Fastest recorded lap time: 2:35.4, Jack Ross—Times-Mirror Trophy Dash—Time 26:37, Laps 10, Avg. 73.85, Miles 32.75.

Car No.	Sec. Behind	Driver	Make of Car	Class
1 43		Ross, Jack	Cooper Sports	1C
2 55	55	Freutel, Ed	Lotus Fiat	1B
3 66	63	Molla, Wm.	Panhard	2H
4 75	153	Burggraf, H. C.	Devin Panhard	2H
5 61	156	Carter, Phil	MGTD	2G
6 89	159	Pickering, Ray	Austin Healey Sprite	4H
7 73	159	Peron, Perry	Deutsch Bonnet	3G
8 101	161	Beak, Jack	MGTF	4G
9 15	1L6	English, John	Alfa Giulietta	5G
10 63	8	West, Willie	Abarth-Zagato	5H
11 34	21	Hensley, Cliff	MGTD	6G
12 33	36	Nelson, Chuck	Alfa Romeo Giulietta	7G
13 46	73	Sharnan, Doug	MGTD	8G
14 77	164	Manzke, Walter	Crosley Fiat Spec.	6H
15 40	172	Dredge, Steve	MGTC	9G
16 28	207	Fox, Jim	Berkley Rst.	7H
17 260	2L87	Venecchia, Rico	DKW Fiatelli Spec.	10G
18 64	3L3	Johnson, Larry	Berkeley	8H
19 12	44	Gounis, Charles	Fiat-Crosley	9H

Did not finish — 29, Shattuck, J.

(Compiled by Long Beach MG Club Scoring Team)

190SL ON BLOCK

Jack Coerne's fabulous concours champion Mercedes 190SL is up for grabs. This much-publicized concours winner has attained a rare record of 11 shows — 11 first, including best-in-shows at Palm Springs last fall. The car has been lauded as the most beautiful Mercedes in America." Coerne is a sports car enthusiast from way back and founding president of the L A section of the Mercedes-Benz Club of America.

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Jaramko Motors
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JACK McAfee, left leading L.A. SCCA amateur driver and National officer, shown with Stan Sugarman, Scottsdale, Ariz., industrialist for whom Jack drives. Charges were made last week by rival club members that a new Porsche

RSK was actually the property of Sugarman when it was raced to 4th overall by Jean Behra of France at the recent Riverside pro race. None of the charges was substantiated.

Don Meacham

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SMALL CARS

A further increase in sales and profits in the 1959 model car year is expected by American Motors Corp., now in the most favorable financial position in its 4-year history. Net profit of more than \$14½ million for 1st 3 quarters of its fiscal year was reported and additional profits are expected for the traditionally low last quarter.

BIG CARS

Lowest weekly output of the year, 12,337 passenger cars and 4581 trucks and coaches—that was the US motor vehicle production for 1st week of Sept., according to Automobile Assn. Low output resulted from model changeover shutdowns and localized work stoppage. Output through Sept. 6 was 3,327,897 units as compared to 5,271,142 for the same period in '57.

WANTED — Photos for Pictorama Section, Send to Chinese World, 736 Grant Ave., San Francisco.

Porsche RSK Protested!

Heat of the bitter feud between the SCCA and Cal Club reached the blistering stage last week with the hurling of charges that Stan Sugarman entered a new Porsche RSK at the recent Riverside pro races and should be suspended from the National organization for violation of amateur rules.

The charges were first made by certain CSCC members to **MOTORACING**, and this was followed by a letter sent to the SCCA National contest board, with a copy to this publication, and signed "a group of SCCA members."

Jack McAfee, Sugarman's No. 1 driver and a National SCCA official, also was accused. The letter sought to learn how consistent the National board was "in face of this very flagrant violation."

But Sugarman came back with what appeared conclusive evidence from the Porsche factory at Stuttgart that the car was not entered by him at Riverside. On the face of the anonymous charges and the all-out drive to scuttle the amateur SCCA, which bars all drivers entered at Riverside, and the evidence supplied by Sugarman, the wealthy Arizona industrialist and McAfee seem to be completely in the clear.

Sold Oct. 13

Sugarman submitted to SCAA a wire sent by Porsche stating that the car was sold by the factory's used car department to him on Oct. 13, the day after Behra raced at Riverside.

This was in answer to a wire sent Sugarman by John Bishop, secretary of the National SCCA contest board, asking if he owned the car prior to Oct. 11.

Sugarman told Bishop his agreement and arrangements were made for the L.A. Times-Mirror to pay Behra and Porsche Auto \$2000 appearance money for himself and the RSK at the race. The \$2000 check was made payable to Porsche Auto and was forwarded to Porsche Oct. 10, Sugarman said.

The Phoenix car owner also admitted accepting Behra's \$1500 race winnings after the race. Payable to Porsche Auto, the check was forwarded to the factory Oct. 13.

Added Sugarman: "The reason

I received the first \$2000 check is that Porsche Auto wanted my personal guarantee they would receive the appearance money. The reason I received the second check is that Behra left for the Morocco Grand Prix immediately after the Riverside race."

No Entry Blank

Sugarman says he did not sign any entry and did not pay an entry fee for Riverside. Only papers he signed was to receive a pit pass for the race.

A letter from the factory thanked Sugarman for his mechanic's help in maintaining the car. They also acknowledged the \$2000 appearance money from

SCCA Champs For '58 Season

CHAMPIONSHIP POINT STANDINGS

B MODIFIED — Harold Ullrich, Excalibur, 2000; B PRODUCTION — James Jeffords, Corvette, 7000; C MODIFIED — Walter Hansen, D Jaguar/Lister-Jaguar, 11,600; C PRODUCTION — George Reed, Ferrari, 6800; D MODIFIED — James Johnston, Ferrari, 3000; D PRODUCTION — Richard K. Thompson, A-H, 6800; E MODIFIED — Gaston Andrey, Ferrari, 6400; E PRODUCTION — Harry Carter, AC Bristol, 5600; F MODIFIED — Robert Holbert, Porsche, 8600; F PRODUCTION — Emanuel Pupulidy, Porsche, 7000; G MODIFIED — Frank Baptista, Lotus/Elva, 8000; G PRODUCTION — Robert Grossman, Alfa Romeo, 5600; H MODIFIED — Martin W. Tanner, Martin T, 4400; H PRODUCTION — Howard Hanna, DB, 3600; I MODIFIED, Sam Moses, Berkeley, 1000.

the Times-Mirror and the \$1500 prize money.

Porsche stated: "This automobile is to be your effective Oct. 13, 1958, and prior to that time was definitely the property of the Porsche Auto."

The car was consigned to Sugarman, but both he and McAfee said this did not mean ownership. From Oakland, where protests (Continued on Page 10)

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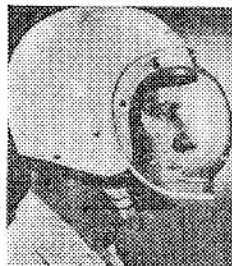
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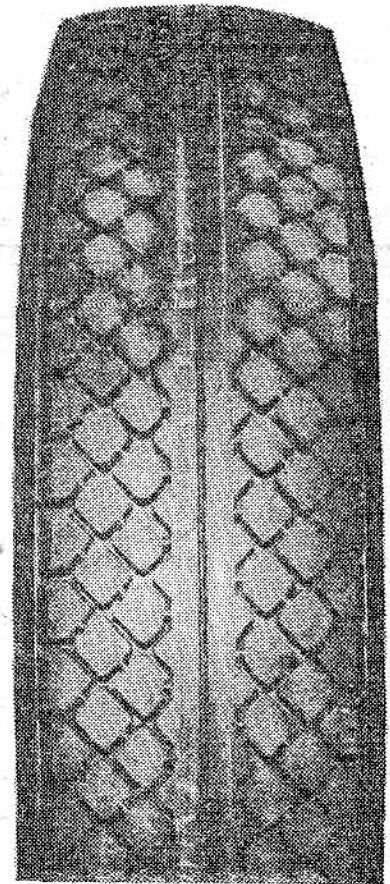
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NEW NITSKE BOOK WINS PRAISE

Going great guns and certain to hit the best-seller lists among automotive publications is the book "The Amazing Porsche and Volkswagen Story" by W. Robert Nitske, MOTORACING staff writer and columnist now living in Santa Barbara.

Nitske has done a terrific job in recounting a history of the accomplishments of the prolific designer, Dr. Ferdinand Porsche.

The author, who has just completed an 8-months' trip to Europe, is well known for his book, "The Complete Mercedes Story," published in 1955.

"The Amazing Porsche and



W. ROBERT NITSKE
"Volkswagen Story" (\$5), is published by Comet Books, 200 Varick St., N.Y. 14, N.Y.



GP PARTY — Joakim Bonnier (left) of Sweden and Roy Salvadori of England were among the 1100 drivers and race fans who attended the recent pre-Riverside race cocktail party at the Grand Prix Restaurant owned by Bob Drake and Mary Davis. Other top drivers there included Phil Hill, Troy Ruttman, Ken Miles, Allen Markelson, Max Balchowsky and Bob Said. A Halloween masquerade party is planned for Oct. 31.

SF SCCA Seeks Local Power

BY TOM WILSON

Motoracing Staff Correspondent

OAKLAND, Oct. 23 — By a practically unanimous vote of members present, the San Francisco Region of SCCA tonight voted endorsement of the previous action of the board of directors, who had adopted a resolution liberalizing the club's policy for pro-amateur road racing. With 192 members present, the largest group ever assembled at a regular meeting, the vote supported the board, 173 to 12.

Regional Executive Clark Mc Cartney then presented a resolution to amend Article 7, Section 7 of the National by-laws, which read as follows:

"Notwithstanding any other provision of these by-laws, rules of the board of governors, executive committee or the contest board, any region by vote of two-thirds of the members present and voting at a special meeting called for that purpose, may establish such rules for the conduct of its members and regional events as such region may in its sole discretion deem neces-

sary, by reason of special local conditions."

This resolution was approved by a unanimous vote and an effort will be made to secure its adoption by the National board for 1959. Mc Cartney was recently elected to this board as the governor of Area 10, comprising the Pacific Coast Regions of the SCCA.

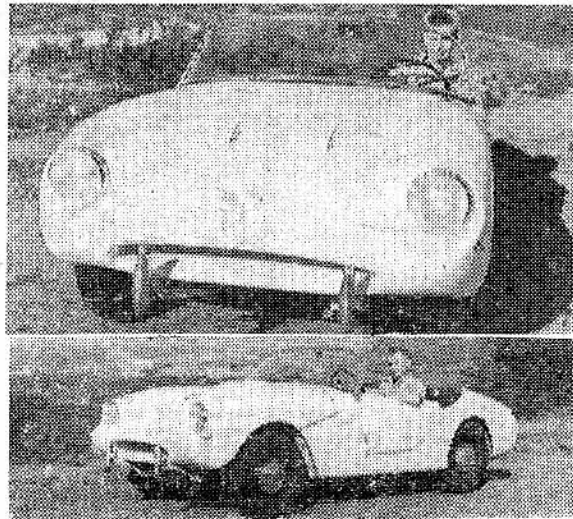
This action indicated that the S. F. Region has no desire to pull out of the National organization but will strive to liberalize the National policy in the pro-amateur controversy. The National officers have been informed of these actions and the next move will probably come from the National level, since the local racing season has been completed for 1958.

ASTON MARTIN WINS

Over 4000 spectators attended the Ramo-Wooldridge SCC's Loyola Palms concours d'elegance recently, adding \$1348 to the fund for the Daniel Freeman Hospital. The judges, who included Sam Hanks, Keenan Wynn, Mary Davis, Pete Molson, Struthers McMinn and MOTORACING'S W. R. C. Shedenhelm, gave best of show award to Don Schoenert's Aston Martin.

2 FOR PRICE OF 1

PHOENIX — Police had to admit they were stumped when they found a VW and an Isetta parked in the same 22-foot parking space. The unhappy decision of the city officials was that one nickel in the parking meter was all that was necessary for the 2 cars.



THE NEW Fairthorpe Electron Minor, with its lightweight fibre-glass body and 948cc Triumph engine, will be a top contender for Class H trophies during 1958. Hollywood writer Bud Hammer is shown at the wheel.

Fairthorpe Threal In Class H

BY W. R. C. SHEDENHELM

Andrew M. Hambor, general manager of Town & Track of Tucson, announces the arrival of several of the new Fairthorpe Electron Minors. This new entry in the Class H production field has a 948cc Triumph engine and sells for \$2195 POE.

The 1200-pound Minor has a chassis and body similar to the Electron Mark II, which, with an 1100cc Coventry Climax engine turned in extremely fast lap times at Riverside last fall, before dropping out with a severed radiator hose.

Hambor states that one of the most impressive races for the Electron Mk II was at Ft. Summer, N. M., last year, when the car started last in a field of 22 production cars of all classes. The Electron worked its way through the field of Healeys, Triumphs and Alfas to take 4th overall, beaten only by a Corvette and 2 Super Porsches.

The Fairthorpe Electron Minor, while a bit more expensive than the Austin Healey Sprite, seems to have a very good chance against it in small car production races during the 1959 season.

FIA Ok's US Grand Prix

SEBRING, Fla. — The first European-type grand prix auto race ever held in the U. S. will be staged here Sunday, March 22.

The Grand Prix of the U. S., a 260-mile race has been officially approved and listed on the international racing calendar by the FIA, world-wide governing body of motor sports.

The annual 12-hour international sports car endurance race is set for March 21.

Race Director Alec Ulmann, originator of the Sebring races in 1950, was informed by FIA, of approval of his application.

Championship Race

Drivers will be competing for the coveted world championship points, the FIA decided, with the cars restricted to international formula 1 and 2.

Formula 1 cars are limited to 2500cc, non-supercharged, and 750cc if supercharged. Formula 2 engine limit is 1500cc, not supercharged.

"Obviously," an official of the Automobile Racing Club of Florida said, "the expenses of bringing the European cars and drivers to this country will be heavy, but we have plans to meet the FIA requirements."

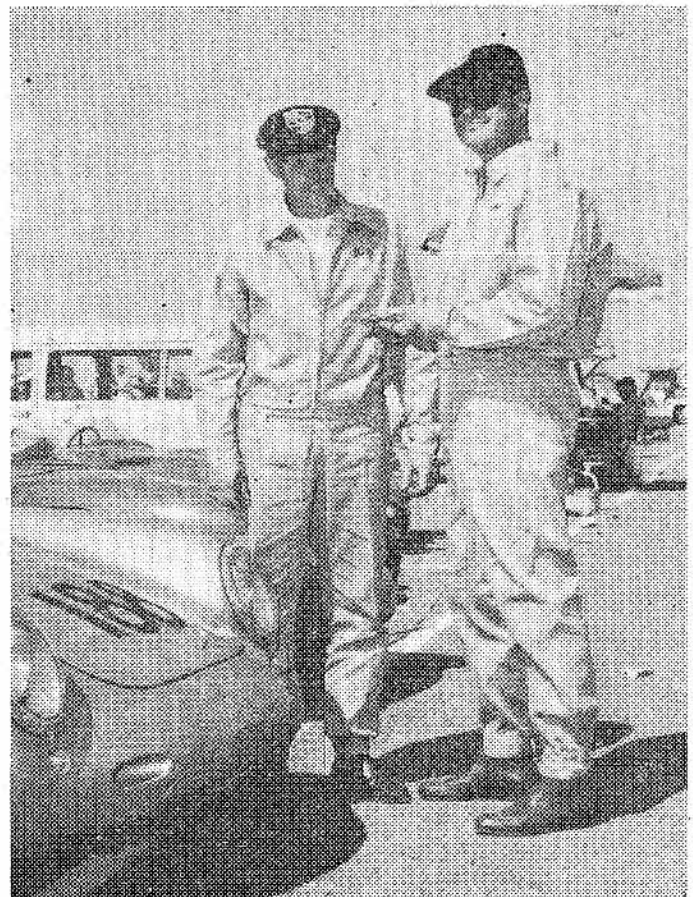
2-Day Program

An international arrangement, known as the "Frankfurt Agreement," details minimum guarantees to be paid contestants.

"The 2-day racing program at Sebring (March 21-22) will be the most extensive ever offered in this country," said race secretary Reginald S. Smith. "We'll have the world's greatest sports car drivers, as usual, on Satur-

day, and now the world championship race car drivers on Sunday."

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Maintenance Topics

By BILL RUDD

Noted Racing Mechanic and Part Owner of World Racing Enterprises

"Tuning" is a very broad term as used by many, but for this article we shall mean it to be the common articles of (1) ignition, (2) carburetion and (3) compression.

Since it is not the intent of this article to be a step by step illustration of how to do it, nor will I quote the specifications for the various automobiles, this information is readily available for the majority of cars.

A good running car requires many things that must be in balance in order to function, and we will start with the battery. This device is one of the most important of all, and its connections are some things that you, the owner, can keep up. The parts and their contact with the cables must be ultra-clean at all times. I suggest a monthly clean-up of these terminals to insure proper function. Proper point and spark plug life can be severely shortened by such as a loose wire on the ammeter — so a periodic electrical check and tune is something I would suggest semi-annually, but I caution you against over-tightening the terminals at any point in the system.

If you have, and can use electrical testing meters, fine! A

complete rundown on the system starting at the battery ground on through to the spark plugs. Remember, plugs and points are just the end result of a good tune, not the primary facet.

Compression, of course, is very important, as the spark presented by a good ignition must have the pressure of air/fuel to ignite for your engine to run properly. Have your valves checked for clearance periodically and by a competent person. "Fudging" on this can cost you money and performance. If you are a person who demands maximum performance, a replacement of piston rings and timing chain at intervals long before a true "need" in the sense of oil use or noise is apparent will keep your engine "sharp."

Proven Methods

I cannot spend much time on carburetion at this time, nor have I decided to say much about it yet. It would be wrong of me to say, "This is the only way," yet my methods have proven out pretty well.

Thanks for the letters, and I shall try to answer them when my 28-hour day schedule relaxes some. Be patient, please.

Vignettes by VIGNOLLE...

Cont. from page 3

in the awesome sun for the last third of the National anthem. Dave Bracken was good while the NA was aired.

DOESN'T GO FAST

Sports Car Pictorial: "Jean Behra made these interesting comments... Ken Miles, good driver, but doesn't go too fast. Lance Reventlow, fair driver but gets too excited. Bill Krause, very good driver, best at the race. Max Balchowsky, goes fast but very sloppy in the corners..." Norm Benedict and Marion Weber were plugging the Paulson face shield, a fine safety device.

Talk now is that the Riverside Track may be put into bankruptcy by creditors. The creditors' committee report is lengthy, tells of the track's troubles in paying off. Creditors' claims are between \$100,000 and \$120,000 plus \$80,000 owing to John Edgar for money he loaned RIMRA. Report also said: "That Rudy Cleye should have no power to independently bind RIMRA or

West Coast Automotive Testing Inc."

Beef back east because a NY paper is not giving the USAC pro sports races the coverage many expected... Talking about USAC, most of the sports car set were hopeful the outfit would soon be OUT of the picture. They contributed little of NOTHING, but you should have seen Carter and Gold Suit out there at the finish to have their pictures taken. What a laugh!... SCCA has asked the Cal Club for a photostat of the Behra entry and asks: Who paid the \$100 entry fee? No answer... Famous last words: "Tell George Cary I'll race if the price is right."—L. Reventlow... Hugh Woods, who lost a leg in a crash at Paramount, drove to Riverside. A great guy... Laughs galore in the boots of the copy ground out by Old Haffbake for that little No. Calif. sheet: that Phil Hill was born in SM (it was Miami), that Geo Cary had cancelled the Palm Springs race (he never did)...

Pacific Coast Race Standings

Points are awarded on a 6-5-4-3-2-1 basis for both Saturday and Sunday races.

Races in 1958 include Pomona, Phoenix, Stockton, Palm Springs, Tracy, Hawaii, Santa Barbara, Laguna Seca, Riverside, Vaca Valley, Minden, Seafair, Santa Barbara, Del Mar, Hour Glass, Vaca Valley (Nat'l), Riverside (USAC) and Minden.

PACIFIC COAST POINT STANDINGS

(Compiled by) ERIC HAUSER

MODIFIED OVER-1500cc

1. Richie Ginther Ferrari	83
2. John von Neumann Ferrari	82
3. Max Balchowsky Buick Spec.	50
4. Lance Reventlow Scarab	46
5. Bob Oker Aston-Martin	29
6. Sam Weiss Ferrari	28
7. Dan Gurney Ferrari	27
8. Jack McAfee Porsche	26
9. Chuck Daigh Scarab	26
10. C. S. Howard III Maserati	26
11. Fred Knoop Huffaker-Chev	26
MODIFIED UNDER-1500cc	
1. Jack McAfee Porsche	121
2. Ken Miles Porsche	44
3. Eldon Beagle Porsche	41
4. Joe Playan Porsche	38

5. Ervin Lehr Porsche	29
6. Bob Oker Maserati	27
7. Skip Conklin Lotus	27
8. Jack West Porsche	19
9. Bob Drake Cooper	18
10. Chuck Schroeder Lotus	15
PRODUCTION OVER-1500cc	
1. Andy Porterfield Corvette	83
2. Ron Bucknum Porsche	57
3. Bill Love AC Bristol	45
4. Lew Spencer Morgan	39
5. Richie Ginther Ferrari GT	36
6. Gordon Crowder AC Bristol	29
7. Hugh Harn Corvette	27
8. Tony Settember Corvette	25
9. Bob Dickson Corvette	25
10. Cloyd Gray Corvette	25
PRODUCTION UNDER-1500cc	
1. Don Dickey Porsche	9
2. D. D. Michelmere Porsche	7
3. Jimmy Moore Porsche	6
4. Dick Bellows Porsche	36
5. Emil Pardee Porsche	33
6. Ray Pickering MGA	31
7. Frank Aldhouse Alfa-Romeo	29
8. Mike Roetner Alfa-Romeo	26
9. Jack Woodward Porsche	23
10. Ed Barker Porsche	21
11. Art Snyder Porsche	21

WOMEN'S COMPETITION

1. Josie McLoughlin Ferrari	7
2. Linda Scott AC Bristol	47
3. Betty Shutes Porsche	4
4. Barbara Windhorst Morgan	3
5. Marion Lowe Alfa-Romeo	30
6. Charlotte Duncan Lotus	21
7. Prudence Baxter A-Healey	1
8. Grace Tara Morgan	1
9. Gail Liebart AC Bristol	1
10. Doris Shirley Porsche	10

PERSONALS ★

By GERI FLEMING

At Clermont-Ferrand, France, recently, Rene Bonnet, builder of the small French Deutsch Bonnet sports cars, was seriously injured when his car collided with a truck... Capt. Sherman (Red, Crise, sec'y of the Bahamas Auto Club, has moved hq. for Bahamas Speed Weeks (Nov. 29-Dec. 8) from Hopatcong, N.J., to Miami (Dupont Bldg. Rm. 1633). Next stop: Nassau... Jim Matthews reports copies of Sports Car Info Service directory are still available, with discounts to clubs... Fred Kimball, young stock broker, says he wants to take up sports car racing and start out with a Ferrari... Norm Benedict reports excellent development progress for the Paulson bubble shield. It will be discussed more in detail in a future MOTORACING safety article... Don Banks, stopping briefly in LA en route to Palo Alto, reports the San Carlos course will not be ready until next spring. Circuit will be nearly 3 mi. They will need mazonia... Increasing interest is noted in the classy little Italian Moretti since George Cary began handling the product here... Maury Powell has joined the Examiner sports staff, also handles Ascot Stadium... R. E. Forbes, Chrysler advertising director, announces that Richard M. Meltzer Advertising has been appointed ad agency for Simca, the French import now being handled by Chrysler in the US... Lee Wylie has opened a regional office for the German Borgward in Houston. He is with Earle C. Anthony, distributor of the car... Morgan and Renault driver John C. Brevoort, Ph. D., and Carroll Shelby, the noted pilot, may strike up a business partnership... Francisco Tajer, who drives one of the few Alfa Romeos in Mexico City and one of the most popular enthusiasts in the Republic, is now handling Nardi speed equipment in addition to Lancia and other products in the capital... Former Hawaiian Islanders returned to the mainland include Clark Keeney, Jr., Dr. T. Robert White, Don Hutelin, G. T. Gibbons and Steve Da Costa. All either race or are closely allied to the sport... Address in Arlington, Va., is sought for G. T. Gibbons. Anyone know of his whereabouts?... Hal Grist of Triple-R and his wife, Marva, recently became parents of a 10-lb boy. Hal Jr. ... Diana Bartley, the ace writer from NY, is now in Europe pounding out some of her usual sterling pieces for Automobile Year. She recently did that Phil Hill yarn on sports car racing in Esquire magazine... Renee Scheuer is back covering Triple-R pro races for San Fernando Valley publications.

Herman Kohler of Hoffman of Calif., distributors of Fiat and Lancia, is back after meeting with factory chiefs in Europe... Charles Nebel, western sales manager for Hoffman, recently returned to Beverly Hills from a European business tour.

Chris and "Robbie" Robinson vacationed in Honolulu... Sarina and Al Torres are now living in Tujunga... Dr. Karl Briganti on the road to recovery following a bout with pneumonia... Barbara and "Slim" Larned vacationing in Washington, Oregon and Canada... Jeanne McCormack, Triple-R's recent race queen, injured slightly when her MG was hit. Art Evans and Jim Peterson

picked up the wrecked vehicle with Frank Monise's tow-truck... Barbara Hawkins tried her hand at racing at Del Mar, driving Dr. William Molle's Panhard Fairchild in practice... George ("The Crazy Arab") Ashie and Lee Scarseli surprised "Dusty" Brandel with a birthday party recently... Mike Hamilton visiting friends in San Diego... Kitty Fleming 'politiking' for the National (non-sports car) elections... Dorothy (Mrs. Don) Schoenert once had 28 cats—yep, 28 cats!... "Rusty" Oddus and husband, Jean, have returned to Altadena from Paid

Many happy returns to Howard Campbell, who celebrated his birthday, Sept. 26... Ignacio and Marta Lozano acting as sponsors for the Las Damas Debutante Ball... Duane Alan's trip East to insurance school has been postponed temporarily... Bob Drake is Fred Astaire's stand-in for the new Stanley Kramer picture partially filmed at the Riverside Raceway... Alex and Emmy Lazlo back from their European vacation... Many happy returns to Evelyn Edmiston, Jerry Aarons, and Joanne Dallan... Jane and Howard Frank expecting a "junior rallyist"... Corvette driver, Bob Hoffman has hired himself a press agent... Joanne Dallan will be going into the pool supply business... Walker Edmiston's newest car is a miniature built-to-scale, battery-powered Railway Express truck... Natalie and Art Gebhart vacationing in Phoenix... Steven McQueen now starring in TV's "Wanted Dead or Alive"...

Bob Hoffman's not only preparing his Corvette for racing, but is also getting ready to coucours his spectacular 1931 Chrysler.

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About People in Racing and Rallying

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PLUGS SAFETY BELTS

BERKELEY — Safety belts would save from 1000 to 1500 lives a year in California, Dr. Malcolm H. Merrill, State Health Director, reports.

9th Annual PEBBLE BEACH CONCOURS D'ELEGANCE

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PORSCHE...

(Continued from Page 8)

were signed in contrast to LA's anonymous blasts, Chick Leson of the SF Region of SCCA wired William B. Lloyd, chairman of the National contest board:

"JACK MCAFEE NATIONAL VICE-PRESIDENT WAS OBSERVED AT RIVERSIDE PROFESSIONAL RACES WORKING IN CAPACITY AS PIT CREW FOR JEAN BEHRA. THIS IS IN DIRECT VIOLATION OF THE NATIONAL CONTEST BOARD POLICY. WHAT ARE YOU GOING TO DO ABOUT IT?"

Lloyd wired back: "SINCE JACK DID NOT PARTICIPATE AS DRIVER NO VIOLATION WAS COMMITTED. IN ANSWER TO YOUR QUESTION WE LOOK FORWARD TO CONSIDERING HIS FIRST-HAND REPORT."

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Manney's Report on Paris Auto Show

(Continued from Page 1)

I can't imagine, as the French import market is rather limited. GM showed their new models which space prevents me from reporting in full... they are longer, lower, wider, heavier but not bad looking at all. The Cad has waffle irons front and back, but the Buick is the best of the lot, with really nice lines and not too awfully much chrome. But so big! Studey showed their new Lark which, I am afraid, turned very few heads. However it looks solid and practical and may be perfect transportation in the Great American Boondock.

The Italians showed nothing new aside from the Abarth as they are saving their surprises (Alfa, Lancia, Fiat) for the Turin Show soon, but the domestic

French industry was full of life. Facel-Vega put discs on their cars, Simca lashed out with a body change in the Aronde range which, now called P 60, offers taetsful 2 and 4-door sedans in varieties of trim, color, and engine. Also a slushomatic called Rushroute on their bigger line—a dodge to beat the ferocious Paris traffic which is echoed by Renault and Peugeot with electromagnetic clutches.

Neat Citroen

Citroen showed a very ingenious station wagon, full of folding gizzeys, on their DS and ID

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4100 LANKERSHIM at Cahuenga

range which will please a lot of people, and Renault a prestige convertible and/or hardtop using Dauphine components called the Floride. Ghia had a hand in the body and it is really very nice. Will sell for around 2 grand.

The once strong coachwork section was a shadow of its former self, the only thing worth mentioning, aside from some hideous Panhards, being Chapron's Dauphines and a Citroen DS Convertible and Pinin Farina's enormous but reasonably restrained Cad convertible, which would even get you a date with Bardot. Ghia.

Well pip-pip, old boy, on with the chapeau-melon (derby) and broly; I'm off to the London show. I expect to half die from indigestion (the other half) but a bit of coal smoke should pep me up wot! Tune in next issue.

Fiat Tops Imported Cars

(Continued from Page 7)

mpg was good enough to beat 7 other Class D entries.

Five of the 37 original entries were out of competition at the finish. Two drivers misjudged the route, on which they encountered every economy test from dense city traffic to rugged mountain grades as high as 7901 feet, and consequently ran out of gas. A minor accident disabled one car,

and another was disqualified for straying off the route. One driver failed to show up.

A forest fire cut off the Angeles Crest Highway on their route. Highway patrol officers forced some cars to retrace several miles of the course.

The course ran through San Bernardino, Running Springs, Box Cayo, La Caada ad Santa Monica.

Sponsored by General Petroleum Corporation and sanctioned and conducted by USAC, the rally was the 1st nationally recognized fuel economy competition for imported cars ever held in the U. S.

NEW LANCIA'S AT HOFFMAN SHOWROOM

C. W. Nebel, sales manager for Hoffman of California, announced this week that 6 models of Lancia cars will be distributed by Hoffman. These models include the small Appia sedan at \$3298, the Farina-bodied Aurelia convertible at \$5830 and the luxurious Flaminia sedan at \$7460.

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CLASS H Devin Panhard

Ex-Burggraf. Consistent winner. Top Condition. Beautiful finished red & white. Extra 850 sleeves and spares. \$2500. Devin Enterprises, 9800 E. Rush, El Monte, GI 4-6575

1957 TESTA ROSSA 3 litre, 275 HP. This car is clan and beautiful, is an overall winner. A. D. Logan, DI 3-0088, Tulsa, Okla.

1957 AC BRISTOL

Radio, heater, racing screen, oil cooler, bumpers, dual petrol pumps, oil temp. gauge, driving lamps, disc brakes, 15,000 miles, very good. Owner in Europe; car in N.Y. Box 24R 134, 4041 Marlon Ave., Los Angeles 8, Calif.

'58 ALFA ROMEO, Veloce, Spyder, still in Warranty. 25 hrs. Spec. Tuning. No Races. Break in Miles. Concours! Loaded! Positively Safe Buy Sight Unseen! Or fly, You'll buy! \$3795. Priv. Party. Mosi-man, TA 5-5009. 800 Wash., Denver.

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'56 ALFA ROMEO Spyder Concours winner. Black lacquer chromed and polished engine. Custom interior & top. Mech. perfect. 4.11 (veloc) rear end. Ready for show and/or street. \$2595. PO 3-1586 (L.A.)

FERRARI 3.5, 12 cylinder, Factory Team Car, imported Aug. 1, 1957. Motor and Gear Box completely overhauled recently. Car is immaculate and a real over all contender. Gear ratios of 4:38, 4:59 and 4:91 included. Excellent 2-wheel trailer with new tires and electric brakes also included. Many spares. Must sell. \$8500. J. A. Kilborn, Box No. 1229, Decatur, Ill. Ph. 8-4476

Being Drafted!

MUST SELL PORSCHE '57" CARRERA speedster, white; red upholstery, tonneau cover; 4,750 miles. Eyes. NO. 5-6319, Days, DU 9-1735 (L.A.)

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FERRARI 212 Inter Ghia Berlina. Purchased direct from Modena. Complete overhaul, new tires. Immac. Spares. Manuals. W. A. Lester, Box 222, Del Mar, Calif.

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B.R. Green finish, 4 wheels & MICHELIN tyres, 2 axle ratios, trailer, 7 Firsts, 1 Second, 1 third, this season. Guarantee 8,000 R.P.M. available from engine anytime, as new condition. \$4500. Dietrich Motors, Inc. 2055 Cleveland Rd., Box 804 Sandusky, Ohio. MA 6-1061

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PROVEN RACE WINNER

'57 MGA, perfect condition, includes roll bar, Le Mans wind screen and optional rear-end. Eight races, 8 Trophies! Owner retired, but car eager and ready. R. SCURLOCK, Stanley 7-1987 or Empire 5-1272; or write 15052 Blackhawk St., San Fernando, Calif.

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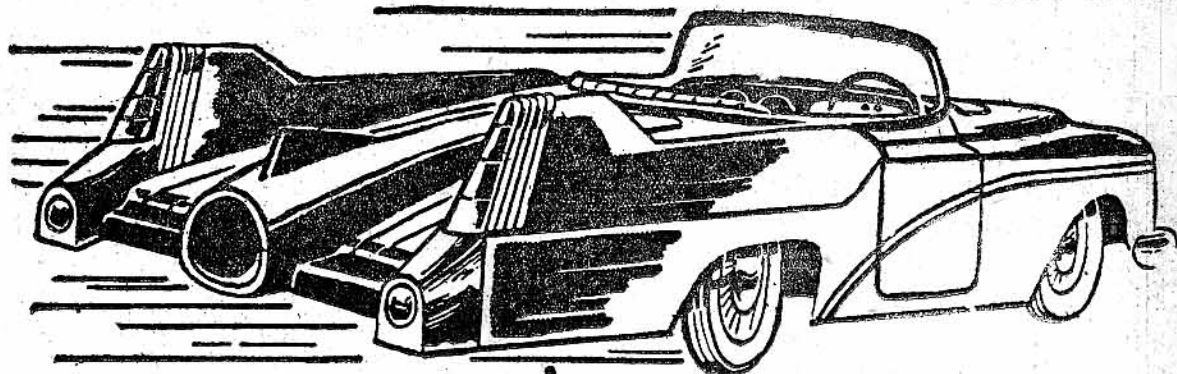
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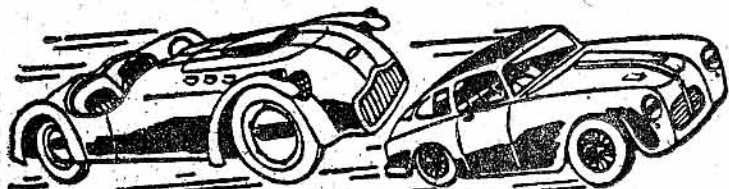
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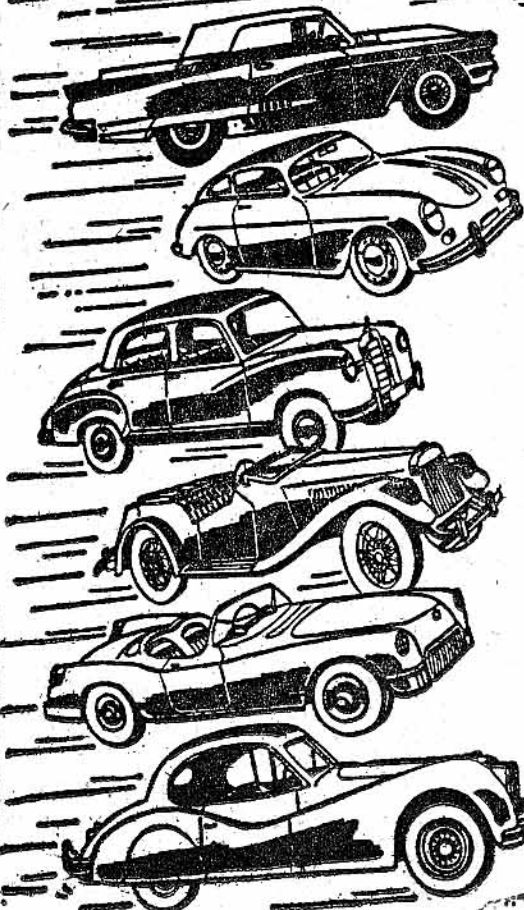
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